

B. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.

ILOILO, PHILIPPINE ISLANDS.

NEW SERIES NO. 1970. 日八月九年七十二號

The Hongkong Telegraph.

ESTABLISHED 1881.

TUESDAY, OCTOBER 29, 1901.

二月九日

英一千九百零一年十一月八日

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1885.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,510,000

Head Office—YOKOHAMA.

Branches and Agencies.
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTHSIN. NEWCHWANG.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.
" " " " " 6 " 3½ "

" " " " " 7 " 2½ "

TARO HODSUMI,
Manager.

Hongkong, 2nd October, 1901. [11]

THE CHARTERED BANK OF INDIA,

AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHARE-

HOLDERS £800,000

RESERVE FUND £375,000

INTEREST ALLOWED on CURRENT

ACCOUNT at the Rate of 2 per cent. per

annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

" " " " " 6 " 3½ "

" " " " " 7 " 2½ "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [12]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE

OF THE 12TH NOVEMBER, 1895.

Shanghai Taels

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.

CHFOO. PENANG.

CHINKIANG. SINGAPORE.

CHUNKING. TIENSIN.

HANKOW.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

Places, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS

3½% per Annum Fixed Deposits for 3 months

" " " " " 6 " 3½ "

" " " " " 7 " 2½ "

E. W. RUTTER,

Manager.

Hongkong, 1st January, 1901. [13]

Kintex.

Hongkong, 29th August, 1901. [14]

Hongkong, 29th August, 1901. [15]

Intimations.

SPORTING SEASON.

NEW STOCK JUST RECEIVED.

CRICKET.

TENNIS.

FOOTBALL.

Bats.

Racquets.

Balls.

Balls.

Bladders.

Shin Guards.

Stumps.

Posts.

Inflators.

Leg Guards.

Nets, &c.

Boots.

Gloves.

Bats Restring.

Boots.

CROQUET SETS, MALLETS, &c.

Ransome's "Anglo Paris" Lawn Mowers.

LANE, CRAWFORD & CO.

Hongkong, 28th October, 1901. [152c]

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901. [176c]

F. BLUNCK,

SILK LACE MANUFACTURER
AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and RETAILER.

16th July, 1901. [1715c]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

"Were it possible to furnish the market at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to *extractum carnis*, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage.

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

[See Special Advertisement.]

+ Via SHANGHAI and KOBE. 1. Passing through the Inland Sea.

2. Calling at PENANG and COLOMBO if sufficient inducement offers.

3. Direct to LONDON.

4. Direct to HAMBURG.

5. Direct to PORT SAID.

6. Direct to NAPLES.

7. Direct to GENOA.

8. Direct to ANTWERP.

9. Direct to BREMEN/HAMBURG.

10. Direct to LEVANTE.

11. Direct to BLACK SEA.

12. Direct to BALTIC PORTS.

13. Direct to SOUTH AMERICAN PORTS.

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INITIATIONS.

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PYROLA,
PYROLA.**

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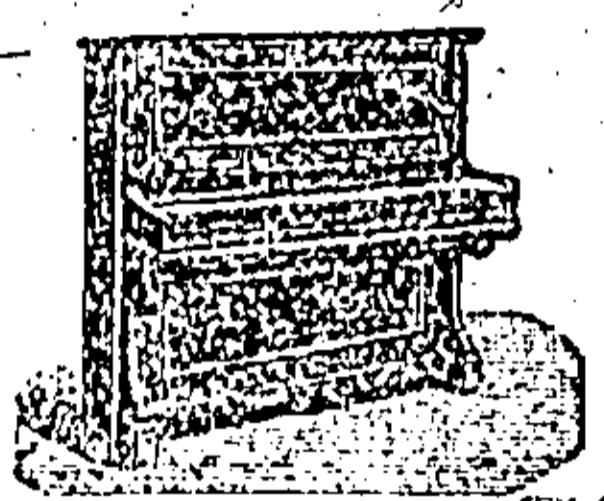
**PERFUME
OF
EXQUISITE
FRAGRANCE.**

**WATKINS,
LIMITED.**

Cheviots and Perfumers.
No. 66, Queen's Road Central.

Hongkong, 1st October, 1901.

**THE
ROBINSON
PIANO CO., LIMITED.**



BEST VALUE IN

**PIANOS.
MONTHLY PAYMENT
SYSTEM.**

Hongkong, 10th August, 1901.

[174c]

KELLY & WALSH, LTD.

XMAS. CARDS.
A CHOICE SELECTION
OF

**PRIVATE GREETING
XMAS CARDS,**

All the Newest Designs.

Greetings tastefully printed from fancy types in gold, silver, or colours.
Hongkong, 28th October, 1901.

[69c]

WILLIAM POWELL, LIMITED.

WINTER GOODS NOW IN STOCK.

JACKETS, MANTLES, MILLINERY, SHOES
for Evening Wear, CHILDRENS JACKETS,
HOSIERY GLOVES, etc., etc.

WILLIAM POWELL, LIMITED.

[175c]

A. CHEE & Co.

17a, Queen's Road, Central.

ESTABLISHED 1859.

FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated. Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901.

[77c]

**THE
ROBINSON PIANO COMPANY, LIMITED.**

**BANJOS, MANDOLINES
AND GUITARS,**

AT

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901.



**TO-DAY'S
ADVERTISEMENTS.**

NOTICE.

MRS. STOCKHAUSEN begs to inform the Ladies of Hongkong and the Coast Ports that she has disposed of her business to Messrs. POWELL, LIMITED, and while thanking the Ladies for their patronage during the past 5 years trusts that they will kindly transfer their orders to Messrs. POWELL, LIMITED, who have a first-class London Dress-maker arriving shortly and may rely upon having all the latest styles from London and Paris.

Accounts payable to

MISS SINNOTT,
28, Queen's Road Central.
Hongkong, 29th October, 1901. [1171c]

FOR SALE.

FOUR-OARED ROWBOAT, 18 ft. x 4 ft., one year old, and in good condition, can accommodate 12. Suitable for ship's boat, or picnics. \$30 or offer.

A. S. TUXFORD,
4, Chico Terrace, Upper Peel Street.
Hongkong, 29th October, 1901. [1172c]

FOR YOKOHAMA AND KOBE.

THE Steamship

"KURDISTAN,"
will be despatched for the above Ports, TOMORROW, the 30th instant, at Noon.
For Freight and further Information, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 29th October, 1901. [1173c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA VIA AMOV.

THE Company's Steamship

"YUENSANG,"
Captain Rolfe, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th October, 1901. [1160c]

PORLAND AND ASIATIC STEAMSHIP
COMPANY.

Agents for and in connection with
THE OREGON RAILROAD AND
NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and

"KNIGHT COMPANION,"
between

HONGKONG and PORTLAND (OR.)
Calling at SHANGAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

THE Steamship

"KNIGHT COMPANION,"
will be despatched for PORTLAND (OR.)
on or about the 14th November, 1901.

Through Bills of Lading issued to Pacific
Coast Points and all Eastern, Canadian and
United States Points.

For through Rates of Freight and further
Information, communicate with or apply to

ALLAN CAMERON,
General Agent.

Hongkong, 29th October, 1901. [1174c]

THE CURE OF LUPUS.—A dispatch from
Copenhagen says that Dr. Sophie Bang, manager
of the laboratory belonging to Professor
Finzen, inventor of the light cure for lupus, has
constructed a special electric lamp, giving a
faint light, but which is extremely rich in
chemical rays. The dispatch adds that Dr.
Bang used metal instead of carbon poles. The
bacteria-killing power of this lamp is ten times
as great as that of an ordinary arc lamp, and a
lupus patient requiring seventy-five minutes' treatment
with the arc lamp, will require only
from three to five minutes' treatment with the
new one, which costs only \$15.

THE WATER-CARTS are now being pro-
tected from accident in the most careful

manner. They are not to be trusted too near
the edge of the Praya, as they have such a
great love of the water that they can't keep
out of it, so they are now halted well away
from the edge and a manual fire engine used
for filling them. Has it ever struck the

Authorities that it requires six men to work the
engine and that the bolting of a beam on the
Praya edge where the carts fill up would guard
against their falling in, and so save the wages
of the six men for the engine? Really, this
last display of official stupidity exceeds all we
have hitherto seen!

A WARNING.—Says Modern Society, Death
and destruction are not unfrequently dispensed
by the druggist when dispensing prescriptions

behind the mysterious hoarding on which it is
announced that such things are "faithfully"
prepared. An instance of such faithfulness
recently came, to light when a child was
killed by the substitution of one drug for
another, through the medium of a shop
boy, to whom was entrusted the duty of
refilling the dispensing bottles. Is anything
more absurd than that it should be insisted
upon by the legislature that prescriptions must
be made by duly-qualified pharmaceutical
chemists, while any errand boy can be employ-
ed to stock the bottles? It is simply out-
rageous, and punishment ought certainly to have
descended upon the individual originating such
dreadful negligence.

USEFUL AS THE MARCONI SIGNAL-
LING on ships is already, and much more
useful as it will become when longer distances
can be traversed, it is not, says a home paper,
without its dangers. This was discovered by
H.M.S. *Glory*, now on the China station.

Recently she encountered a storm, of typhonic
violence at Hongkong.

The lightning struck the Marconi apparatus which
carries and wrecked it. About two-thirds of it
became detached and crashed to the deck.

Fortunately at the time that particular
bit of deck was clear, and no one

was struck. In the tropics, with their
constant heavy thunderstorms, the Marconi
apparatus will offer a particularly good

striking point for the lightning, and thus
another danger will be added to the many that
surround the gallantian. Maybe, though, that
the little cherub who sits aloft, keeping watch
over the life of poor Jack, will see fit to perch
on the Marconi rod and ward off any electrical
cross-current that may be in the air. Strange
that we never heard of this typhoon and that the
accident occurred in an ordinary thunderstorm.

Ed. H.K.T.

REUTER'S TELEGRAMS.

**TO-DAY'S
ADVERTISEMENT.**

OLD CHELTENFANS.

OLD CHELTENFANS are invited to attend a MEETING to be held at No. 25, DES VIEUX ROAD, CENTRAL, (P. & O. Building), at 4.30 P.M., on THURSDAY, the 7th November.

Old Cheltonians who are unable to be present are requested to send their Names and addresses to

T. C. GRAY,
Messrs. REISS & CO.,
Acting Honorary Secretary.

Hongkong, 29th October, 1901. [1171c]

INTIMATION.

OLD CHELTENFANS are invited to attend a meeting at the P. & O. Building at 4.30 p.m. on Thursday, 7th November, *vide* advertisement appearing elsewhere.

THE BODY of the late Mr. J. McWilliams, who died recently at the Peak Hospital, was embalmed and shipped to-day per s.s. *Doris* for San Francisco.

OLD CHELTENFANS are invited to attend a meeting at the P. & O. Building at 4.30 p.m. on Thursday, 7th November, *vide* advertisement appearing elsewhere.

THE CAPSIMUN ALLEGED MURDER CASE came on this afternoon before Mr. Hazeldean, Mr. Baddeley (Acting Superintendent of Police) prosecuted. The case is proceeding.

MRS. STOCKHAUSEN advertises the fact that she has disposed of her business to Messrs. N. Powell, Limited, and thanks the ladies for their past patronage. Accounts are payable to Miss Sinnott, 28 Queen's Road Central.

THE GUIDING STAR ferry-boat belied her name once more yesterday evening and created a considerable amount of amusement for a crowd of onlookers by her heroic efforts to knock down the piles off the Ice House Street Wharf.

THE GRIFFINS at Kennedy's stables are all at steady work under the charge of Mr. Hill, the manager, and show marked improvement. One or two stand out already as being above the average, but taking them all round they are a very even lot.

TANSAN SPLITS are the very latest inducement to drink in Hongkong. Messrs. Price and Co. are putting on the market the well-known Japanese Mineral water at a cost very little above the common or garden soda and, in a convenient size, in fact just a grown up person's dose. A Tansan split with half an ounce of "Club" is recommended, by the faculty, and should be taken during or after meals three (or more) times a day.

THE AUSTRALIAN TARIFF BILL.—Further particulars have been received regarding the Australian Commonwealth Tariff Bill which has been introduced into the House of Representatives. The new duties include:

sugar, 120 shillings per ton—excise, sixty shillings with rebate of forty shillings if grown with white labour; tea, twopence per pound plus twenty per cent ad valorem; coco, twopence plus fifteen per cent ad valorem; cottons and linens, ten to fifteen per cent ad valorem. Duties are provided to encourage industries, especially iron smelting and the manufacture of machinery.

THE CURE OF LUPUS.—A dispatch from Copenhagen says that Dr. Sophie Bang, manager of the laboratory belonging to Professor Finzen, inventor of the light cure for lupus, has constructed a special electric lamp, giving a faint light, but which is extremely rich in chemical rays. The dispatch adds that Dr. Bang used metal instead of carbon poles. The bacteria-killing power of this lamp is ten times as great as that of an ordinary arc lamp, and a lupus patient requiring seventy-five minutes' treatment with the arc lamp, will require only from three to five minutes' treatment with the new one, which costs only \$15.

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that we never heard of this typhoon and that the
accident occurred in an ordinary thunderstorm.

Ed. H.K.T.

FURTHER CAPTURES OF THE
ENEMY.

British columns operating for the past six weeks to the South-West of Rustenberg, have returned to Klerksdorp, bringing with them 250 Boer prisoners and a quantity of supplies.

BOER LEADERS BANISHED FROM
SOUTH AFRICA.

LONDON, October 27th.

Marquis Ito has sailed from New York for Europe. His first visit will be to France.

SOUTH AFRICA.

REUTER'S TELEGRAMS.

MARQUIS ITO'S TOUR.

LONDON, October 26th.

THE PHILIPPINE OATH OF ALLEGIANCE.

THE FIRST MAN TO TAKE IT.

Regarding the new oath of allegiance to the U.S. Government to which we drew attention the other day, the *Manila Times* of 19th instant says:—

Fate plays some strange freaks at times, but is it doubtful if ever in her wildest mood the Goddess of Destiny conceived of a stranger paradox than that just played in the harbour of Manila. Mr. Fiske Warren, a native of Boston and a citizen of the United States, had to hold up his right hand and swear that he would refrain from any utterance or action which would tend to excite resistance to his government, that of the United States. Truly, the times and men have changed since the days of that memorable "tea-party."

The man who holds this unique but questionable distinction, as also that of being the first man compelled to take this oath, is Mr. Fiske Warren, the Bostonian who accompanied the Filipino agitator, Sixto Lopez, from America. He arrived Thursday afternoon from Hongkong on the steamer *Chingtu*, and was immediately hindered the act just passed by the Commission with reference to such people as Lopez and his crowd. Mr. Warren was met by Mariano Lopez, a brother of Sixto Lopez, and all came ashore, where the oath was administered and received. Mr. Warren did not demur. He studied for a few moments, but finally accepted, and, at half past five, he was at liberty to go and come as he pleased in Manila.

He stated that Sixto Lopez is residing in Hongkong, and expects to come to Manila shortly. Mr. Warren has been very intimate with Lopez, sharing a room with him at Hongkong, and otherwise acting in a spirit of camaraderie and good-fellowship. Mr. Warren stated that he had come to these islands on a tour of personal investigation, that he intended to interview both branches of the government, also the leading Filipinos, and that he expects to travel extensively throughout the islands and all the provinces. Mr. Warren's baggage was carefully examined, but nothing of an incriminating nature was discovered.

Mr. Fiske Warren is lawyer by profession and very commanding appearance. While in Manila Mr. Warren will make his home at the Lopez Mansion.

THE PHILIPPINES.

ANOTHER RISING ANTICIPATED.

Whether or not it is sufficient to warrant a sensation of anxiety, certain it is that there is a general feeling of unrest and dissatisfaction prevailing throughout various parts of the Philippines, especially in the south, says the *Manila Times* of 22nd inst. Travelers leaving from such nearby places as Bulacan speak of a certain change in the demeanor of the natives and a general surliness of disposition, formerly foreign to them. It is known that in many of the provinces the Constabulary inspectors hold the view that there is something "in the wind." One who was recently conversed with said that his province is fairly smoking with the smoulderings of another insurrection. The inspectors say they cannot lay their fingers on any direct and incriminating evidence, but there seems to be a sense of general depression in the atmosphere. Some of these inspectors state that they are firmly convinced that messages are passing to and fro between present and former insurrecto leaders, although every effort to secure palpable proof of their machinations is baffled. In view of these facts, it is with special interest that the following lines from *Times* correspondent come to hand at this time: Writing from a point in the south he says:—

"I wish you would let me know by return mail, just what your policy is with regard to publishing the facts as to the real conditions down in this neck of the woods; things are just about as bad as it is possible for them to be without an actual outbreak, and you need not be surprised at any time to hear of another uprising in the Visayas. I know that it is your desire to hold up the hands of the Civil Commission and that you do not wish to egg on the unpleasantness between that august body and the military, but, at the same time I imagine that you do not want to ignore the real conditions that exist. My reason for making this request is that once or twice latter I have sent you no appeared in print, and I supposed that it was of an interdicted tone in consequence of which I have refrained from writing in the vein that my judgment caused me to think I should write,—that is, to the effect that some very grave mistakes have been made, mistakes which are fraught with most disastrous consequences, in embryo, and which are more likely to reach a climax ere long. This is an opinion based on expressions of the officers down here who have their thumbs on the insurrecto pulse every hour and who are on the alert and not to be caught napping; it may prove to be a mistaken opinion, but I do not think so. I am in no sense of the word an optimist, but I feel that you ought to get a straight tip on the subject. It is an actual fact that while Panay Island is the only one where the insurrection has been actually wiped off the face of the earth, or rather burned and "watered" out of existence, the people are not ripe for civil government and will not be for many moons to come. At moment the Katipunan leaven is moving the old, unconstructed, revolutionary element and "Juntas" are at work in Ililo, Molo and Jar, the triumvirate of pueblos at the southern nose of Panday Island."

This correspondent then goes on to tell of a prominent leader whose name cannot be mentioned. He asks if he has been heard of lately in Manila and he then proceeds to state that just recently this officer went down south loaded down with all kinds of letters and testimonials referring to his fidelity, and everywhere he went, to officers and civilian officials, he declared his loyalty in profuse terms and swore that all Americans and Filipinos were brothers and that now all peace and prosperity. He scouted any suggestions of another outbreak and said that nothing was further from the Filipino mind. In a short time, however, he had rented a house from one of the old insurrecto leaders, a giant in the erstwhile troublous days and who was caught plotting against the United States some time ago and banished for part of a year. This late insurrecto officer proceeded to open up a school in his new dwelling place for the ostensible purpose of instructing his people in the English language, being inspired, according to his own story, by a desire to elevate his race. This "school" is resorted to at night by the old revolutionary crowd, editors, politicians, ex-officials and what not, where anything except the subjects which are supposed to be under consideration is discussed as is known by a certain secret service native who has succeeded in obtaining sufficient knowledge of what transpires to warrant the gravest apprehension and even stringent measures. Prominent amongst the subjects for discussion are the progress of the war in the Philippines and the possibility of Lucban's ultimate success in Samar.

The correspondent then goes on to say that he could give information which, if known, would startle many of the civil authorities in Manila, and would be apt to arouse the question as to how widespread and really successful is the present insurrection. He then says: "I know that it is not always wise to cry 'Wolf' 'Wolf' and arouse excited anxiety and apprehension, and that there are times when it is best in the interest of public policy to suppress news that would inflame the public mind. As a newspaper man, however, I must say that at times I feel inclined to let the people in Manila know a little more fully of what is really going on in insurgent circles."

MORE TROUBLE IN SAMAR.

CATALOGUE Oct. 17th.

Samar is in a ferment of revolt. Another desperate assault of bolomen on American troops is reported, and ten more United States soldiers, brave veterans of China and the Philippines, go to join the list of those killed at Balanguinan two weeks ago. At least six are wounded and probably some of these will join the comrades already dead. Had it not been for the watchfulness of an American sentry another holocaust such as occurred at Balanguinan might have to be recorded in the dark pages of the annals of the Philippine insurrection. The attack was made just at the break of dawn yesterday when the gray clouds of the morning had not yet disappeared, and everything was favourable for the silent, stealthy and murderous approach of the savage bolomen.

At the time of the attack the detachment, consisting of forty-six men of Co. E of the Ninth Infantry, at present stationed at Tarangnan under command of Captain Schoefel, were absent from their post on an expedition for supplies. For the night they had camped temporarily on the banks of the Ganda River, with Lieutenant Wallace in command, some distance away. Suddenly, without a word of warning, a band of five hundred bolomen sprang out from the adjacent brush and made one savage rush at the camp. They were quick, but not quite enough to elude the watchful sentry, who with his warning shot picked off the leader of the gang, capturing the insurgent flag as it fell from the chieftain's nervous grasp. A desperate hand-to-hand fight immediately ensued, the rifles of the Americans doing deadly execution. The insurgents fought with frenzied energy, and the detachment was about to retire against the tremendous odds, leaving its killed behind, when Lieutenant Wallace arrived with reinforcements just in time to prevent defeat and repulse with still heavier slaughter. A few more minutes and the detachment would have been wiped out.

After the lieutenant and the rest of the company arrived the bolomen fell back, evidently to await further reinforcements. The Americans then buried their dead and retired with their wounded. No guns, ammunition or stores were lost, and nothing fell into the hands of the bandits which could be put to future use. The reason for retirement was the necessity of procuring surgical aid for the wounded, who were left in desperate plight.

Punitive measures will be taken and these swiftly. Early this morning two gunboats, the *Catayot* and the *Bago*, left Cavite for the scene of slaughter, and will be on hand to take part in any further engagements of like nature. Commander W. B. Fletcher is in charge of the *Quirino*, and Cadet Comfort in charge of the *Bago*.—*Manila Times*.

THE KIDNAPPED LADY MISIONARY.

From a Constantinople telegram in a home paper we learn the details of the kidnapping of Miss Stone, an American lady, by Bulgarian brigands.

One of the companions of Miss Ellen Stone, the missionary who was captured by brigands, is now at Danjaku, and tells the following tale:—

"We had reached a place about two hours beyond the Predab (heights), where there is a Turkish guardhouse, near the place called 'The Supported Stone.'

"Suddenly a number of strange men surrounded us, and took us with them to the Perim

mountain, a distance of half an hour or more. They took money from some of us and watches from others."

Miss Stone and Mrs. Tsilka, a Bulgarian lady, were separated from us and carried off, I don't know where. The rest of us were kept on Mount Perim all night, not even being allowed blankets to cover ourselves.

"The following morning the guard disappeared, and before long, they told us to go where we pleased. We returned by the 'Predab,' and at the guardhouse we were asked why we returned, whereupon we related what had happened.

"The Turkish guard accompanied us to Melomia to report to the local authorities. As soon as we left, gendarmes were sent to reconnoitre.

"The brigands who carried off our lady companions were dressed in various costumes—some in the Albanian style, others wearing the uniform of Turkish soldiers. They spoke nothing but Turkish."

The brigands are probably a Bulgarian band, numbering from thirty to forty men, who have been in the district of Djumai-bala for the last month.

ORCHID HUNTING.

A DANGEROUS PASTIME.

That orchids with their beautiful, but fantastic blooms, cost large sums of money, is well known to everybody, but even orchid fanciers seldom realize the terrible dangers and hardships that have to be faced by the men who go into the wildest depths of the tropic forests in search of new or rare examples. The life of an orchid hunter combines in itself all the most sensational features of exploration in untraveled districts often invested by ferocious beasts and by even more savage natives, and in many cases, highly malarious and disease-laden. The rarer orchids are generally found in the most inaccessible spots and in the densest and most marshy jungles. Even the natives avoid the districts into which the intrepid orchid hunter penetrates in search of his floral quarry. One has only to talk with any of these men, says a writer in *Harroworth Magazine*, to hear remarkable stories of hair breadth escapes and of appalling suffering, but unhappily in too many cases the daring orchid hunter never returns to tell the story. Large numbers of these orchid seekers have been sent out by Messrs. F. Sander and Co., of St. Albans, the great specialists in orchids. To mention a few of them—men whose names are now borne by some of the most valuable orchids known in botany! Alkenberg lost his life at Panama, Klambach in Mexico, Endres at Rio Hacha, Brown in Madagascar, Digance in Brazil, Wallis in Ecuador, Schroeder in Sierra Leone, and Arnold on the Orinoco.

A few years ago eight orchid hunters met at Tabatuban, and then separated in search of specimens. Within a year only one of them survived, and he had spent months in the most pestilential swamps, from which he emerged with his health permanently impaired. One of the others had been captured by the native priests, who drenched him with oil and burned him to death on their altar. M. Hamelin, the discoverer of many new orchids in the little-known inland forests of Madagascar, had to go through the ceremony of being made "brother-in-blood" to King Moyambassa, in order to penetrate the interior of the island, an honour which nearly cost him his life.

Another orchid hunter, working in New Guinea, found a wonderfully beautiful and hitherto unknown species in a native burying place. This cemetery was a kind of plateau among the hills, and the bodies were simply laid on the rocks till the bones were bleached in the sun. Here the collector found the orchid rooted among the bones and covering the ghastly remains with a mantle of gorgeous flowers. At first the natives, not unnaturally, refused to allow the bones of their ancestors to be interfered with, but a liberal supply of small looking-glasses and tinsel ornaments at last modified their views on the subject, and they permitted the orchids to be gathered. Many of the plants could not be torn off the bones, and one skull was brought home to England with an orchid firmly rooted in the brain cavity and growing out of the jaw. The natives insisted on sending a grotesque little idol with gold eyes to watch over and protect the plants. They assured the orchid hunter that any one attempting to steal any of the specimens would be severely punished by this idol. The idol was sold with the orchid at a saleroom in Cheshire on June 9, 1893.

Many years ago an orchid, of quite new and unknown species, arrived in the packing in which some foreign plants were sent home. No one knew where it came from, and for a long while it remained unique. Orchid hunters sought everywhere for it, but not till seventy years later was it found. Another orchid arrived in 1895 without any known place of origin, and notwithstanding persistent search, its native habitation has not been found yet. Some years ago two orchids were found in the Zoological Gardens on a heap of rubbish. They came in the packing with some South American monkeys, but their place of origin has not yet been discovered. It must not be supposed that all orchids are necessarily so expensive as to be beyond the means of the man of modest income. Rare and novel species of course command extravagant prices, but there are many beautiful varieties which have fallen in price from £50 to £5, within the short space of a few years. An orchid is rare and costly today, but tomorrow a consignment of seventy thousand of its species may arrive, and a startling slump in the market will promptly follow. It is easier to lose a fortune than to win one by speculation in orchids.—*P. M. G.*

From a Constantinople telegram in a home paper we learn the details of the kidnapping of Miss Stone, an American lady, by Bulgarian brigands.

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"Suddenly a number of strange men surrounded us, and took us with them to the Perim

Auction.

E. J. COOK & R.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, (WEDNESDAY), the 30th October, 1901, at 10 A.M., at H.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING OBSOLUTE AND CONDEMNED STORES.

Comprising—OLD IRON, PAPER STUFF, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c., &c. THE VICTUALLING STORES will be sold on TUESDAY, 29th, and the NAVAL STORES on WEDNESDAY, 30th instant.

TERMS OF SALE.—As customary.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, 29th October, 1901. [1144c]

Intimations.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to the 30th April last, and of declaring Dividends. The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive.

By Order of the Board of Directors,

W. H. RAY,

Secretary.

Hongkong, 21st September, 1901. [1028c]

THE PUMJOM MINING COMPANY, LIMITED.

CONSEQUENT upon the new and satisfactory developments at the Mines, and the necessity for a Tramway, Trucks, and Accessories in the immediate future; the Directors have resolved to make the FINAL CALL of ONE DOLLAR per Share; and accordingly—

Notice is hereby given that at a Meeting of the Board of Directors of the Company, held at the Company's Office, No. 13, Beaconsfield Arcade, Victoria, Hongkong, on MONDAY, the 14th October, 1901, the following RESOLUTION was passed.

That the FINAL CALL of ONE DOLLAR per Share upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such CALLS to be PAID to the Company at their Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, at their Premises, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of NOVEMBER, 1901.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, Interest will be charged as from the said 15th day of NOVEMBER, 1901, at the Rate of Six per centum per annum, upon all Calls remaining unpaid after the said 15th day of NOVEMBER, 1901, up to the actual dates of Payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Banker's receipt for payment of the Call toge ther with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.

By Order of the Board of Directors,

W. H. GASKELL,

Secretary.

Hongkong, 15th October, 1901. [1121c]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

A DIVIDEND of 23 per Share for the year 1900, equivalent to 46% on the Paid-up Capital of \$10 per Share, has been declared.

WARRANTS will be issued on the 11th October.

By Order of the Board,

W. J. SAUNDERS,

Secretary.

Hongkong, 10th October, 1901. [1106c]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

£5.50 per Cask of 375 lbs. Net ex Factory.

£3.80 per Bag of 250 lbs.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 1st June, 1901. [1026c]

WANTED.

A DVERTISER seeks Engagement as CLERK of Works. Thoroughly efficient in all Branches of Construction, Surveying (Land), Drawing, Estimating, Measuring and General Offices and Outside Work, Locality no object.

Apply to

"X," Office of This Paper.

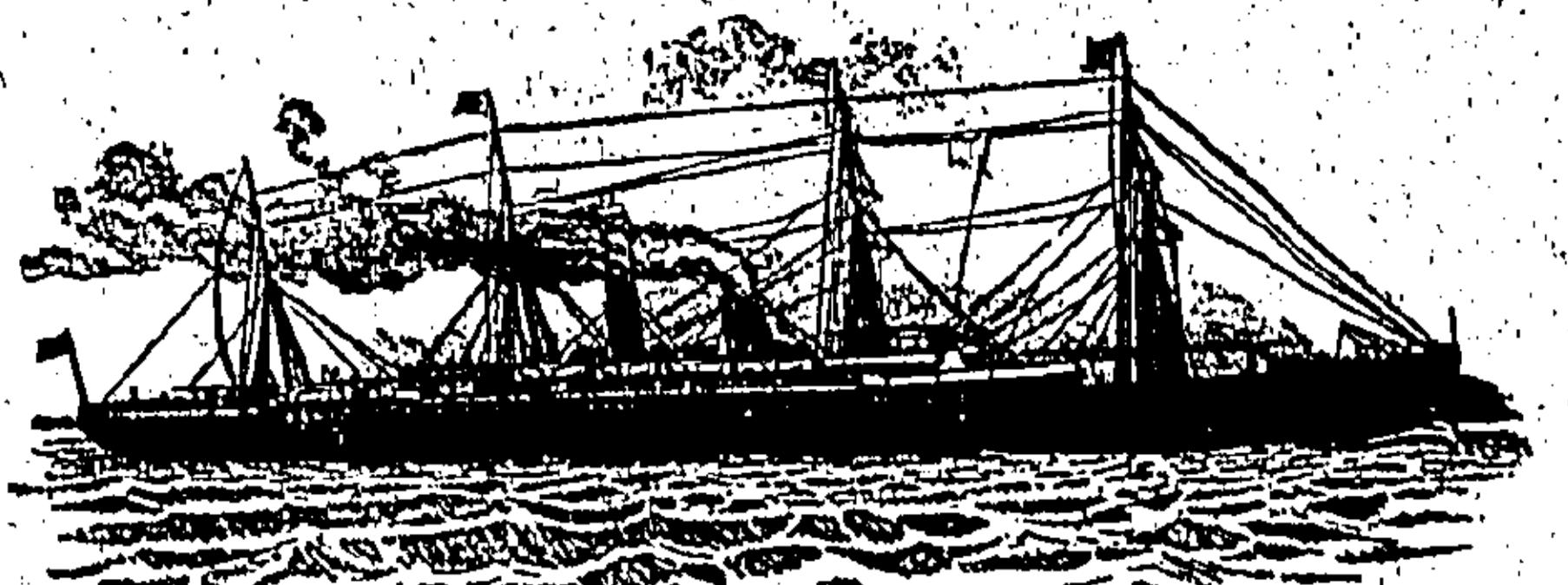
Hongkong, 17th October, 1901. [1128c]

WANTED.

A N EXPERIENCED LADY MANAGER for CRAIGIEBURN HOTEL. Apply by Letter stating experience and enclosing copies of Testimonials, &c., to

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.
"DOBIC"	

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 12th November, at Noon, taking Freight for Japan, the United States and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

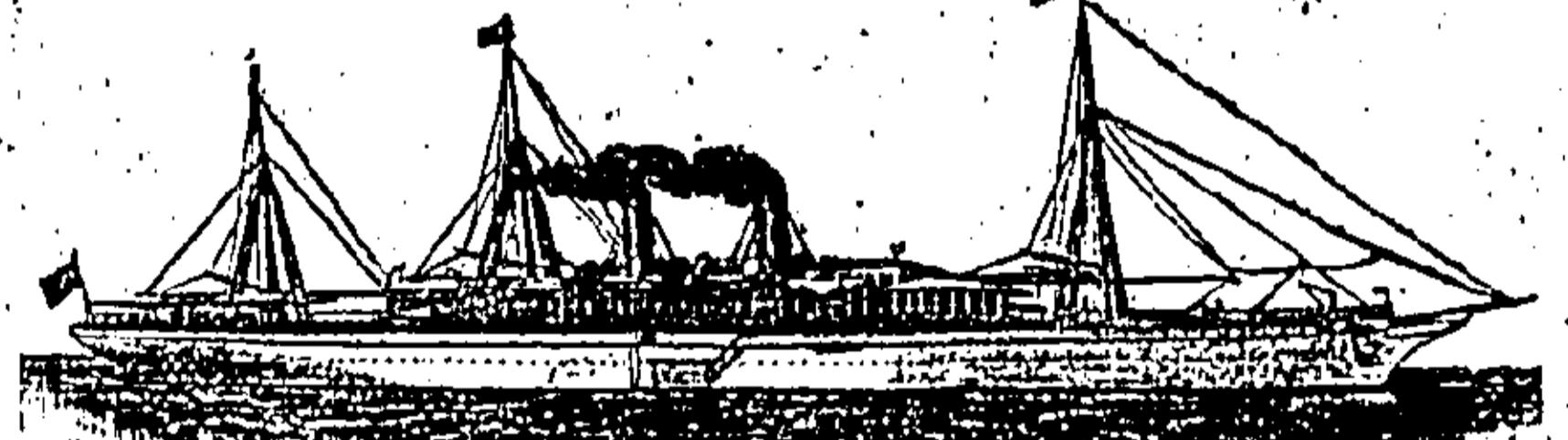
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,

Acting Agent.

Hongkong, 29th October, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Safety Speed Punctuality.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 20th November.
EMPERESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 18th December.
EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 15th January.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent from THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates; Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the beauty of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and charges are unequalled.

For further information, Maps, Guide Books, Rules of Passage, &c., apply to D. E. DEGWELL, General Agent, Pedder's Street.

Hongkong, 23rd October, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIEST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and HALIF PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS DESTINATIONS SAILING DATES.

BAMBERG	HAVRE and HAMBURG.	2nd Nov.	Freight.
Zurbohm	(Calling at SINGAPORE and COLOMBO).	16th Nov.	Freight.
SEGGOVIA	HAVRE, BREMEN and HAMBURG.	30th Nov.	Freight.
Foerck	(Calling at SINGAPORE and PENANG).	14th Dec.	Freight.
MARBURG	HAVRE and HAMBURG.	28th Dec.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO).	6th Jan.	Freight.
SUEVIA	HAVRE and HAMBURG.	13th Jan.	Freight.
Borch	(Calling at SINGAPORE and PENANG).		
SEABIA	HAVRE and HAMBURG.		
Bremmer	(Calling at SINGAPORE and COLOMBO).		
NUERNBERG	HAVRE and HAMBURG.		
Mayer	(Calling at SINGAPORE and PENANG).		
STRASSBURG	HAVRE and HAMBURG.		
Mader	(Calling at SINGAPORE and COLOMBO).		

For further particulars, apply to HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 25th October, 1901.

Mail.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.STEAM FOR
STRAS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON,
(Through Bills of Lading issued for BATAVIA,
PIRSIAN GULF, CONTINENTAL and
AMERICAN PORTS).

THE Steamship

"COROMANDEL."

Captain F. W. Vibert, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, on SATURDAY, the 9th November, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shipper are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE,
Superintendent.

Hongkong, 26th October, 1901.

Insurances.

"Strongest in the World."

THE EQUITABLE
SURPLUS.is a mighty factor
that guarantees the security
of every Equitable contract—£13,778,577—
the largest surplus fund
ever accumulated for the
benefit of policy holders—Could you have a better guar-
antee back of the policies
that are going to mature in
15, 20 years, hence?

The

Equitable Life Assurance
Society,F. KIENE,
Manager,
Hongkong.

Hongkong, 8th October, 1901.

FIRE INSURANCE COMPANY, LTD.
(Established 1828).THE Undersigned, having been appointed
GENERAL AGENT for the above
Company, is prepared to ACCEPT RISKS
at current rates.Claims settled direct without reference to the
Head Office.

A. R. MARTY,

Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & Co.

Hongkong, 28th May, 1901.

Entertainments.

THE THIOPIAN MINSTREL TROUPE
will make their

FIRST PUBLIC APPEARANCE

at the

KOWLOON INSTITUTE,

TO-DAY,

(TUESDAY), the 29th October, 1901.

Under the distinguished Patronage of

Commodore F. POWELL, C.B.

EXCELLENT PROGRAMME

comprising

COON SONGS, COMIC SONGS and DANCES

concluding with Grand Tableau.

ADMISSION FREE.

Hongkong, 26th October, 1901.

CITY HALL | CITY HALL | NOVEMBER 2ND.

GRAND PUGILISTIC CONTEST
FOR THE

MIDDLE-WEIGHT CHAMPIONSHIP OF

THE FAR EAST,

BETWEEN

SAM BENTLEY and THOMAS PHILLIPS

to be preceded by a

SIX ROUND HEAVY-WEIGHT CONTEST

between

Private DEEGAN, E.W.P. and

Gunner LENNARD, R.N.

Followed by the

TWO LIGHT-WEIGHTS, A. MONK, E.W.P.

and

A. SANFORD, E.W.P.

CITY HALL, NOVEMBER 2nd.

PRICES.—\$3, \$2 and \$1.

Commencing punctually at 9 P.M.

Hongkong, 29th October, 1901.

ANOTHER RAILWAY TO EUROPE.

A CHECK TO RUSSIA.

Capital complains that very little attention seems to have been drawn to the projected line of railway between Alexandria and Shanghai. If, however, anyone will take the trouble to look at the map, he will see that if this scheme is carried through, a great blow will be dealt to Russia's commercial aggression in the East. Such a line would have an enormous effect upon British trade with China, and would do much to counteract the influence of the Trans-Siberian Railway.

MOSQUITOES AS LOVERS.

Recently an old Cornishwoman asked her parish priest, says a contemporary, to read to her a letter from her son, who had left her many years ago, and was living in New England. The writer's orthography was doubtful, but the conscientious vicar did his best to decipher the words. "I cannot tell you how the muskites torment me. They pursue me everywhere—even down the chimney!" he read. "The fond mother's eyes grew large with mingled pride and amazement. "Ezekiel must be rare handsome," she said, "for the maidens to be so after him. And I reckon the Miss Kitties is quality folks, too!"

MURDERS BY THE BOERS.

AFFIDAVITS BY SOLDIERS.

The War Office, on the 20th ult. issued the copy of a letter from Lord Kitchener to Gen. Prinsloo, in which the former said: "I beg to express my appreciation of the manner in which some of my wounded and prisoners have been treated by you, which though not more than was to be expected from the burghers in the field, is a marked contrast to the manner in which our men have been dealt with by burghers who have become demoralised by the protracted nature of this deplorable war."

With this letter Lord Kitchener enclosed affidavits "of a new examples of the conduct of burghers in guerrilla warfare." These are also published by the War Office, and are as follows:

No. 2824 Trooper Charles Catton, 2nd Imperial Yeomanry.—"At Doorn River, on July 27, 1901, I was one of the patrol captured by the Boers, and after we had

Shipping Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

FOR	STEAMERS.	TO SAIL
SHANGHAI and KOBE	"TINAN"	30th instant.
TIENTSIN	"KWEIYANG"	3rd November.
ILIOLO and CEBU	"KAIFONG"	8th November.
POR DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	10th November.
	"CHANGSHA"	10th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.**OUTWARDS.**

FROM	STEAMERS.	DUE
GLASGOW and LIVERPOOL	"AUILLES"	6th November.
	"GLACUS"	15th "
	"IXION"	21st "

HOMEWARDS.

FOR LONDON	DUE
"NESTOR"	12th Nov., 1901.
"MACHAON"	26th "
"ACHILLES"	10th Dec., "
"DARDANUS"	15th Nov., 1901.
"IXION"	15th Dec., "

For Freight, apply to

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Saito, will be despatched for the above Ports, TO-MOKROW, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [1126]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

of the NORDEUTSCHER LLOYD.

Captain H. Bleeker, due here with the outward German Mail about WEDNESDAY, the 30th instant, will leave for the above Places about 24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 26th October, 1901. [122]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 6th Nov., at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [1212]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship

"ASAMA,"

on or about 15th December.

And by the Steamship

"ACARA,"

on or about 1st December.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 29th Oct., 1901. [1102]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) SEATTLE AND TACOMA.

THE Steamship

"OOPACK,"

Tons 3,883, Commander J. Barber, is due here on 4th November, and will have quick despatch.

For Rates of Freight and further Particulars apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 22nd October, 1901. [1147C]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, COLOMBO,

BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FUJUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS,

to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARQUIS BACQUEHEM,"

Captain Blaifer, will be despatched as above on TUESDAY, the 10th November.

The steamer has capital accommodation for

Passengers. Electric Light. A Doctor is carried.

For Information as to Passage and Freight, apply to

SANDER, WIELER & CO., Agents.

Hongkong, 10th October, 1901. [1148C]

Shipping Steamers.**CHINA NAVIGATION COMPANY, LIMITED.**

FOR	STEAMERS.	TO SAIL
"TINAN"	30th instant.	
"KWEIYANG"	3rd November.	
"KAIFONG"	8th November.	
"CHANGSHA"	10th November.	
"CHANGSHA"	10th November.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.**OUTWARDS.**

FROM	STEAMERS.	DUE
GLASGOW and LIVERPOOL	"AUILLES"	6th November.
	"GLACUS"	15th "
	"IXION"	21st "

HOMEWARDS.

FOR LONDON	DUE
"NESTOR"	12th Nov., 1901.
"MACHAON"	26th "
"ACHILLES"	10th Dec., "
"DARDANUS"	15th Nov., 1901.
"IXION"	15th Dec., "

For Freight, apply to

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Saito, will be despatched for the above Ports, TO-MOKROW, the 30th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th October, 1901. [1126]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"BAYERN."

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NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 26th October, 1901. [122]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

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For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 23rd October, 1901. [1212]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA,"

will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship

"ASAMA,"

on or about 15th December.

And by the Steamship

Post Office.

A Mail will close:
For Canton—Per *Nanam*, to-morrow, the 30th instant, at 7.30 A.M.
For Kuchinotzu—Per *Hikōmaru*, to-morrow, the 30th instant, at 11 A.M.
For Haiphong—Per *Hongkong*, to-morrow, the 30th instant, at 1.15 P.M.
For Macao—Per *Huangshan*, to-morrow, the 30th instant, at 1.15 P.M.
For Moji, Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle*, to-morrow, the 30th instant, at 3 P.M.
For Shanghai and Kobe—Per *Tsinan*, to-morrow, the 30th instant, at 4 P.M.
For Canton—Per *Fishan*, to-morrow, the 30th instant, at 5 P.M.
For Swatow, Amoy and Foochow—Per *Haitching*, to-morrow, the 30th instant, at 5 P.M.
For Swatow and Amoy—Per *Hailong*, to-morrow, the 30th instant, at 5 P.M.
For Canton—Per *Hongkong*, on Thursday, the 31st instant, at 7.30 A.M.
For Europe &c., India, via Tuticorin—Per *Sachsen*, on Thursday, the 31st instant, at 11 A.M.
For Singapore, Samarang and Sourabaya—Per *Panang*, on Thursday, the 31st instant, at 1 P.M.
For Macao—Per *Huangshan*, on Thursday, the 31st instant, at 1.15 P.M.
For Amoy and Manila—Per *Yensung*, on Thursday, the 31st instant, at 3 P.M.
For Manila—Per *Itzimán*, on Thursday, the 31st instant, at 4 P.M.
For Canton—Per *Fewan*, on Thursday, the 31st instant, at 5 P.M.
For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Ulen*, on Friday, the 1st Nov., at 11 A.M.
For Singapore—Per *Ceylon*, on Saturday, the 2nd Nov., at 11 A.M.
For Singapore, Penang and Calcutta—Per *Arraton Apur*, on Saturday, the 2nd Nov., at 2 P.M.
For Tientsin—Per *Kwei-yang*, on Tuesday, the 5th Nov., at 4 P.M.
For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Tartar*, on Wednesday, the 6th Nov., at 11 A.M.
For Iloilo and Cebu—Per *Kaisow*, on Friday, the 8th Nov., at 4 P.M.
For Europe, &c., India, via Tuticorin—Per *Coromandel*, on Saturday, the 9th Nov., at 11 A.M.
For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Saturday, the 9th Nov., at 5 P.M.

XMAS AND NEW YEAR PARCELS: (via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th December, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th December.

The following postage will be collected:—
For a parcel not exceeding 3 lbs in weight 50
" " 7 lbs " 100
" 11 lbs " 150

With an additional 50 cents, parcels may be sent via Brindisi, and if posted before 3 p.m. on Friday the 22nd November, are due in London about the 21st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January.

All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark.

Senders of parcels are requested to post them a few days in advance.

OPIUM QUOTATIONS.

Hongkong, 29th October.
To-day's quotations are as follows:—
BENGAL—New Patna @ \$932/-37/-
New Benares @ 912/-
Old Patna @ 950/-
Old Benares @ 925 nom.
per picul.
MALWA—New @ \$890/900
Last year's @ 910/20
2/3 years' old @ 920/30
3/4 years' old @ 930/40
Puttore @ 950
PERSIAN—Superior drug was sold. @ 680

RIVER STEAMERS, SCHOONERS, AND LORCHAS.
Fatshan, British steamer, 1,25, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, II. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Pow, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hawke, British steamer, 2,253, C. V. Lloyd, Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain —, Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshun, British steamer, 141, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saian, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.
Steamers.

ARRATON APUR, British steamer, 1,879, E. Key, 27th Oct., Calcutta via Penang and Singapore 20th October, General—David Sonson, Sons & Co.
CEBU, American steamer, 648, A. Inclusagari, 29th Sept., Iloilo 24th Sept., General—Order.
CHOWA, German steamer, 1,055, A. Musing, 20th Oct., Koh-si-chang 11th Oct., Rice and Wood—Butterfield & Swire.
DECIMA, German steamer, 794, H. Schlakior, 22nd Oct., Saigon 19th Oct., Rice—Siemens & Co.
DIAMANTE, British steamer, 1,254, J. Rattenbury, 26th Oct., Manila 22nd Oct., Ballast—Shewan, Toomes & Co.
ELCANO, American steamer, 501, E. de Almenaga, 3rd Sept., Manila 31st August, Ballast—Brandao & Co.
ELSA, German steamer, 1,02, P. Schonwandt, 25th Oct., Ho-ray 22nd Oct., Coals—Jenkin & Co.
FAUSANG, British steamer, 1,410, S. A. Mitchell, 24th Oct., Java 11th October, Sijang—London Matheson & Co.

GLENOCIE, British steamer, 2,216, W. Frakes, 22nd Oct.—Manila 19th Oct., Ballast—Doddwell & Co., Ltd.

HANS MENZEL, German steamer, 1,140, Neubinger, 20th Oct.—Hongkong 14th Oct., Coal—Butterfield & Swire.

HERMAN MENZEL, German steamer, 1,647, H. H. Schult, 27th Oct., Newchwang 20th Oct., and Chefoo 21st, Beans and General—Wo Fat Sing.

HIROKAWA MARU, Japanese steamer, 2,302, P. Hallstrom, 28th Oct., Kuchinotzu 23rd Oct., Coal—Mitsui Bussan Kaisha.

ITRIA, British transport, 3,382, A. S. Houstoun, R.N.R., 27th Oct.—Taku 21st Oct., Govt. Stores—Government.

KURDISTAN, British steamer, 1,029, E. H. Todd, 24th Oct.—Manila 20th Oct., Ballast—Doddwell & Co., Ltd.

LENNOX, British steamer, 2,361, J. C. Williamson, 26th Oct.—Manila 22nd Oct., Ballast—Doddwell & Co., Ltd.

LOOSOK, German steamer, 1,020, T. Fuchs, 26th Oct., Bangkok 18th Oct., Rice and Wood—Butterfield & Swire.

LUCIA, Austrian steamer, 1,508, D. Zar, 28th Oct., Sourabaya 15th Oct., Sugar—Joo Tek Seng.

MAIZURI MARU, Japanese steamer, 667, T. Saito, 27th Oct., Swatow 26th October, General—Misui Bussan Kaisha.

NITON MARU, Japanese steamer, 3,437, W. W. Greene, 25th Oct., San Francisco 27th Sept., Honolulu 4th Oct., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Woosung 23rd, Mails and General—P. & O. S. N. Co.

PAX, Belgian steamer, 1,207, E. Damster, 23rd Oct., Saigon 18th October, General—Mellechers & Co.

PICCIOLE, German steamer, 875, Garniok, 27th Oct.—Iloilo 22nd Oct., Sugar and Wood—Chinese.

STRATHGYLE, British steamer, 3,284, J. R. Gordon, 25th Oct.—Manila 21st October, Ballast—Butterfield & Swire.

TACOMA, American steamer, 1,880, A. Dixon, 21st Oct.—Tacoma v. Pots 14th Aug., General—Doddwell & Co., Ltd.

TAKSANG, British steamer, 977, W. P. Baker, 24th Oct., Bangkok 17th Oct., General—Jardine, Matheson & Co.

TAISIAN, British steamer, 1,12, E. Stovell, 25th Oct., Bangkok 17th Oct., Rice—Bradley & Co.

TARTAR, British steamer, 2,763, E. Beetham, 22nd Oct., Vancouver v. Ports and Shanghai 19th Oct., General—C. P. R. Co.

TSINAN, British steamer, 1,444, O. Anderson, 15th Oct., Shanghai 12th Oct., General—Butterfield & Swire.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Treacy, 29th May—Manila 9th May, Ballast—Order.

GEORGE T. HAY, British ship, 1,847, E. Spicke, 20th Oct.—Cebu 8th Oct., Ballast—Arnold, Karberg & Co.

HELEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept.—Chefoo 28th Aug., Ballast—Arnold, Karberg & Co.

HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October—Manila 6th Oct., General—Master.

LUCIA, British ship, 640, Andersen, and Oct., Rajang 6th Sept., Timber—Master.

SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.

STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosene—Standard Oil Co.

W.H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 29th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 i.h.p., Comdr. S. E. Easke, Wei-hai-wei.

Albion, 1st-class battleship, 12,900 tons, 13,500 i.h.p., Capt. W. H. Hewett, Amoy.

Aldridge, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. W. Carey, Shanghai.

Arithusa, 2nd-class cruiser, 4,500 tons, 10 guns, 5,000 i.h.p., Capt. J. Starlin, Hongkong.

Argonaut, 1st-class cruiser, 11,000 tons, 16,500 i.h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.

Astrea, 2nd-class cruiser, 4,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.

Burfeild, 1st-class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain Sir G. J. S. Warrender, Bart., Hongkong.

Deneb, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. Henderson, C.M.G., Taku.

Bramble, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.

British, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 i.h.p., Commander Sir Bourchier Wrey, Bart., Singapore.

Britomart, 1st-class gunboat, 710 tons, 1,300 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakkenham, Wei-hai-wei.

Diderot, Russian armoured cruiser, 5,893 tons, twin screw, 36 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Dimitri Donkov, Russian armoured cruiser, 5,893 tons, twin screw, 36 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, 8 guns, 1,200 h.p., Captain Elkis, at Nagasaki.

Alouette, Russian gunboat, 80 tons, 2 guns, 1,150 h.p., Captain Dobrovolsky, at Canion.

Decade, gunboat, 640 tons, 8 guns, 1,100 h.p., Captain Leamsey, at Pakhoi.

D'Enrile, protected cruiser, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Sasebo.

Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baeinne, Saigon.

Bengali, 2nd class, despatch-boat, Lt.-Comdr. Bellov, at Nagasaki.

Da Croix de Castries, at Nagasaki.

Admiral Nahumoff, Russian armoured cruiser, 28 guns, 9,000 i.h.p., Capt. Vsevolodsky, at Tientsin.

Chasseur Laubat, 2nd-class cruiser, 4,000 tons, 26 guns, 9,000 i.h.p., Capt. Espinay St. Luc, at Foochow.

Comete, gunboat, 600 tons, Capt. Loisel, at Canion.

Decade, gunboat, 640 tons, Capt. Leamsey, at Pakhoi.

D'Entrecasteaux, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Sasebo.

Alouette, protected cruiser, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Kure.

Alouette, protected cruiser, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Yokosuka.

Alouette, protected cruiser, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Manilla.

Alouette, protected cruiser, 1st class, 8,197 tons, 30 guns, 15,500 h.p., at Manilla.

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